

The Hongkong Telegraph.

No. 3529

TUESDAY, AUGUST 22, 1893.

SIX DOLLARS
PER QUARTER

Banks.

THE MERCANTILE BANK OF INDIA, LIMITED.
AUTHORISED CAPITAL £1,500,000
SUBSCRIBED £1,185,000

BANKERS :
LONDON JOINT STOCK BANK, LIMITED.

INTEREST ALLOWED on CURRENT ACCOUNTS at the Rate of 2 per cent. per annum on the Daily Balance.

On FIXED DEPOSITS :
For 12 Months 3 per cent.
" 6 " 4 "
" 3 " 3 "

JOHN THURBURN,
Manager, Hongkong.

Hongkong, 4th February, 1893. [192]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000

Subscribed Capital £1,500,000

HEAD OFFICE—HONGKONG.

Court of Directors :
D. Gillies, Esq. Chow Tung Shang, Esq.
Chan Kit Shan, Esq. Kwan Ho Chuen, Esq.
H. Stoterlief, Esq. Chief Manager.

GEO. W. F. PLAYFAIR.

Branches.—London, Yokohama, Shanghai and Amoy.

BANKERS :—
The Commercial Bank of Scotland.
Parts Banking Co., and The Bank of L.D.

Interest for 12 months Fixed, 5 per Cent.

" 6 " 4 "

CURRENT ACCOUNTS 3 "

Hongkong, 24th May, 1893. [183]

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL £2,000,000
CAPITAL CALLED UP £2,51,093.15.0

BOARD OF DIRECTORS :
Wm. Kewick, Esq.—Chairman.
Adolf von Andrit, Esq. F. D. Sasse, Esq.
Egbert Iveson, Esq. H. D. Stewart, Esq.
David McLean, Esq.

HONGKONG COMMITTEE :
The Hon. J. J. Renswick, The Hon. C. P. Chater.

H. Hopkinson, Esq.

Head Office—, Princes Street, London.

Branches—Bombay, Calcutta, Hongkong, and Shanghai.

Agencies—Penang, Singapore, and Yokohama.

RATES OF INTEREST.

ALLOWED on CURRENT ACCOUNTS AND Fixed Deposits, can be ascertained on application.

CHANTREY INCHBALD,

Manager.

Hongkong, 10th April, 1893. [185]

INSURANCES.

THE STANDARD.

ENDOWMENT.

ASSURANCE.

1. AMONG THE MANY ADVANTAGES of this form of Assurance, the following may be mentioned :—

(a)—It secures an immediate Provision for wife and family or other relatives in event of early death.

(b)—It provides a Fund for Retirement.

(c)—It supplies an excellent Investment for the regular accumulation of small fixed sums of money.

(d)—The Surrender and Loan values are larger than under ordinary Policies.

2. AFTER THE POLICY HAS BEEN THREE YEARS IN FORCE—should the Policy-holder wish to discontinue future payments—he will be entitled to receive, on application, a FREE PAID-UP POLICY for a proportionate amount of the Sum Assured, as explained in the Prospects.

Full particulars on application.

DODWELL, CARLILL & Co., Agents.

STANDARD LIFE OFFICE.

Hongkong, 8th August, 1893. [147]

SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY OF NEW ZEALAND.

THE Undersigned are prepared to accept FIRE and MARINE INSURANCES on favourable terms.

Current rates, and a guaranteed Bonus equal to that paid by the local Offices.

S. J. DAVID & Co., Agents.

Hongkong, 1st November, 1891. [415]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED).

CAPITAL, TAELS 600,000. £83,333.33.

EQUAL TO £318,000.00.

RESERVE FUND £318,000.00.

BOARD OF DIRECTORS.

LEE SING, Esq. LO YUE MOON, Esq.

LOU TSO SHU, Esq.

MANAGER—HO AMEL.

MARINE RISKS on GOODS, &c., taken at CURRENT RATE to all parts of the World.

HEAD OFFICE, S & G. PRAYA WEST.

Hongkong, 17th December, 1891. [184]

Intimations.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of SEVEN PER CENT. per Share for the Six Months ending 30th June, 1893, DECLARED at Monday's Ordinary Half-yearly Meeting, will be PAYABLE at the Premises of the HONGKONG AND SHANGHAI BANKING CORPORATION, on and after TUESDAY, the 22nd August, and Shareholders are requested to apply for Dividend Warrants at the Company's Office, No. 14, Priya Central. By Order of the Board of Directors.

D. GILLIES,
Secretary.

Hongkong, 21st August, 1893. [193]

HONGKONG AND SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the Half-year ending 30th June last, at the rate of 1/2 ONE POUND STERLING per Share of £1,000,000, is PAYABLE on and after MONDAY, the 21st instant, at the Offices of the CORPORATION, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors,

T. JACKSON,

Chief Manager.

Hongkong, 19th August, 1893. [194]

THE STEAMSHIP "OORYIA."

TAKE notice that I have received an authority, dated the 20th June, 1893, from the Board of Trade, London, authorising me to change the name of the Steamship "OORYIA," and that from this date the said Steamship will be called and known by the name of "KWONG HOI."

The Steamer leaves HONGKONG (Jardine's Wharf, West Point) for CANTON on SUNDAYS, TUESDAYS and THURSDAYS, at 6.30 P.M.; and leaves CANTON for HONGKONG on MONDAYS, WEDNESDAYS and FRIDAYS, at 5 P.M. The steamer has always Superior Accommodation for Passengers.

TSEUNG SZ KAI,

Hongkong, 11th August, 1893. [193]

AN APPEAL.

THE SUPERIORITY of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars and Collars renewed on old ones.

Ladies' and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superiress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1893. [403]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS,

NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG,

SOLE AGENTS FOR

HARTMANN'S RAETHIEN'S GENUINE COMPOSITION.

HARTMANN'S GREY PAINT.

DAIMLER'S PATENT MOTOR LAUNCHES,

&c., &c., &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK.

AT REASONABLE PRICES.

Hongkong, 14th July, 1893. [198]

THE MIKE COAL MINING COMPANY.

THE MIKE COAL is a BITUMINOUS COAL

of dark reddish colour. For steam purposes it has been pronounced to be the best and the most economical of all the Japanese Coals.

Its export is increasing yearly, and the opinions expressed by several of the largest regular consumers are in testimony of the excellent qualities of this coal.

Attention is called to the following advantages to Ships' Owners and Captains, who coal their bunkers direct from the Undersigned :—

FRESHNESS of the coal.

UNIFORMITY of quality.

FREEDOM from impurities.

Supply in any quantity on short notice.

Quick despatch.

BEST of weight, &c., &c.

mitsu busan kaisha,

Sole Agents.

Hongkong, 1st September, 1893. [190]

D. R. KNORR & CO.'S LION BRAND ANTIPYRENE.

DOSE FOR ADULTS 15 to 35 GRAINS TROY.

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HEAD OFFICE, S & G. PRAYA WEST.

Hongkong, 17th December, 1891. [184]

Intimations.

THE HONGKONG TELEGRAPH, TUESDAY, AUGUST 22, 1893.

Intimations.

VICTORIA DISPENSARY.

AERATED WATERS.

WATER.—The Water used is absolutely pure.

STEAM PLANT.—Of the latest and most powerful type.

SUPERVISION.—The whole process of manufacture is under the continuous supervision of a qualified English Chemist.

THE PRODUCT.—Will bear comparison with the Waters made by the most noted makers in England.

DAKIN, CRUICKSHANK & CO., LTD.

VICTORIA DISPENSARY. [68]

A. S. WATSON & CO., LTD.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED WATERS.

OUR NEW FACTORY has been recently refitted with automatic Steam Machinery of the latest and most approved kind, and we are well able to compete in quality with the best English makers:

The purest ingredients only are used, and the utmost care and cleanliness are exercised in the manufacture throughout.

"BOMBAY SODAS."

We continue to supply large bottles as heretofore, *Free of Extra Charge*, to those of our Customers who prefer to have them to the ordinary size.

COAST PORT ORDERS,

whenever practicable, are despatched by first steamer leaving after receipt of order.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good condition.

Countership Order Books supplied free on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG." And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:

PURE AERATED WATER
SODA WATER
LEMONADE
POTASH WATER
SELTZER WATER
LITHIA WATER
SARSAPARILLA WATER
TONIC WATER
LEMON SQUASH
GINGER ALE
RASPBERRYADE
GINGERADE.

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & CO., LIMITED,
51 The Hongkong Dispensary, Hongkong.

BIRTHS.

At Hannan Bungalow, Chefoo, on the 14th inst., the wife of ERKINE T. FLEM, Imperial Maritime Customs, of a son.

On the 18th August, at 4, North Szechuan Road, Shanghai, the wife of ANDREW MCKELVIE, of a daughter.

The Hongkong Telegraph.

HONGKONG, TUESDAY, AUGUST 22, 1893.

LOCAL AND GENERAL.

* Articles on the Hongkong Bank meeting, the Hongkong Hotel Commission, and the Morphine v. Opium question are, owing to pressure of small news, unavoidably held over. The time is not far distant when we shall be compelled to double the size of the present issue of the *Hongkong Telegraph*; our present space frequently prevents us from dealing with pressing matters of public interest so promptly as we could desire. Rome was not built in a day.

It is estimated that there are 62,000,000 horses in the world, 195,150,000 cattle and 434,500,000 sheep.

THE Manila papers announce the approaching appearance of a new daily, the *Spanish Standard* (*Pabellon Espanol*) in that port.

"HUMANITARIAN"—Yes, so far as we know to the contrary, the Office Goat belongs to the fair sex. But "Wilhelmina" can't fairly be held responsible for that. Send your alleged poetry to the *China Snail*, or, better still, transform it into something like prose and send it to the *Daily Post* as an editorial.

The N.Y. Maritimes Register states that the new Japanese commercial port of Komisato, 13 miles south of Avomotoro, will be completed at the end of the year, and that the Pacific Mail boats will save 50 hours by its being opened. The *Kobe Herald* doesn't know where Komisato is, but thinks it may be in the neighbourhood of Hokkaido. Avomotoro may possibly be intended for Awomotori.

Anxious Mother—"Why don't you drive that bad boy away from your playground?"

Good Little Boy—"I would be right."

"Wouldn't it?"

"No, ma": You see that playground is public property."

"Oh, no it's not."

"Yes, ma": and it would be selfish and also honest to deprive any other boy of the right to go there."

"So it would, my angel. I didn't think of that."

"Yes, ma: and, besides, he can't hit me."

This time to burn a letter that is in the slightest degree compromising is before it is posted.

An electric light installation for one of the principal buildings in Illoilo is nearly completed, according to the *Vox*.

"Why was Pharaoh's daughter like the soldiers of Melbourne?" Because she acquired a great profit from the rubes on the banks.

We note as we go to press that the tugs *Fish* and *Dragon* are making another attempt to tow the submerged steamer *Amigo* into shallow water.

Worth decks her with his matchless art, In daintiest attire: And Wagner's mighty brain and heart, Her melody inspire.

It is reported that notes of the Bank of New South Wales, issued in 1824 for twenty Spanish dollars, have been presented in Yerba within the past three months for £5 each.

THE latest Vanishing Act artist in Hongkong was the sensational German cooie-tramp steamer *Tarantos*. She "cleared out" at dead of night on Sunday, those connected with her, and her philanthropic mission, not caring to remain longer than they could help in British waters. And she was towed out, so as to avoid possible suspicion.

THE Bijou Variety Company," consisting of Mr. Canaris, professor of prestidigitation, and Miss Beaumont, professor of various other things, left Manila on the 12th instant for a second tour of the Philippines, where their first was a great triumph. After again returning to Manila they will once more visit Hongkong, and probably make their way to America.

THE charge of assault against Mr. Ritchie, a Portuguese subject, was heard in the Chibao Salbanbo at Kobe on the 12th inst. Accused, who was not present in Court, was found guilty by the Japanese Judges and sentenced to one month's imprisonment with hard labour. This is the first subject of any European nation who has been tried and convicted in a Japanese Court.

WE are extremely obliged to the pen-and-ink artist who has so generously favoured us with the interesting and instructive sketch entitled "Cruelty to Animals and its Inevitable Results." It is quite a work of art, and if the Offiz Gute hadn't been specially chartered to run the mangle in the Daily Farm Co.'s saloon and is consequently doing useful work, this picture would certainly have been printed—with the artist's license, and variations.

A NEW YORK despatch dated July 13th says that the Nicaragua Canal Construction Company is out of funds and has stopped all work upon the Nicaragua Canal. For some time it has been rumoured that the company had been affected by the general stringency in the money market, and it has also become known that there have been some internal dissensions in the company. To-day the officers admitted that the failure to go ahead with the work was due simply and solely to failure to raise money. For the present their vast plant in Central America will remain idle.

THE Ocasional Typograph, a trade journal for the printing craft issued by Hawks and Shattuck of San Francisco, sums up political economy regarding that newspaper world as follows:— An Editor works 365 days in a year to get out his paper in good shape and on time: That's Labour.

Once in a while some one pays for a year's subscription, or few copies, or an advertisement: That's Capital.

And often some son of a gun of a dead-beat takes the paper for several years, and vanishes without paying one cent for it, or even leaving a lock of it? That's Anarchy.

But later on Justice will reach the last named creature, for there is a place where he will get his deserts: That's Hell.

THE steamship voyage from New York to Southampton may be reduced to five days within ten years from now, says Mr. J. H. Biles, the designer of the famous steamer *Portuguese Queen*. Mr. Biles is one of the greatest English authorities on all questions of marine engineering and naval architecture, and his article in the current number of the *North American Review*, on the possibilities of speed in transatlantic travel, expresses the deliberate opinions of an expert. His estimated increase of speed, as stated, will be by the substitution of 30-knot for 20-knot ships, and he believes the increased speed may be attained by a combination of devices. His 30-knot ship would be 100 feet long, 100 feet beam, and 30 feet draft. He calculates that 2 knots per hour can be gained by the use of nickel steel instead of ordinary steel and by the substitution of light boilers of the locomotive type for the marine boilers now employed; that 34 knots can be gained by the use of oil in place of coal as fuel, and that 42 knots additional speed can be made up by improvements in dimensions, machinery and construction. Of course the only question is the construction of a ship of this kind, says the *Marine Journal*, is one of cost, and as marine capitalists do not build swift steamships just for the fun of the thing, they are likely to make the same mistake again that was made with the *Great Eastern* in getting too far ahead of the times. Until the fitness of time arrives for retiring the *New York* and *Titanic* class of ships from active service, therefore, it is hardly probable that the expense of nickel steel steamships will be practically considered.

THE following is an extract from a private letter received in Shanghai the other day from South Formosa:—"By dint of unyielding pertinacity and such firmness as Mr. Consul Warren is so well capable of exerting, most thoroughly backed too by H.B.M.'s Minister, the Chinese have, at last, been compelled to pay up the full amount of damage done to, and such losses as could be proud to have been certainly entailed, or at least most probably suffered, by the owners of the steam launch *Zakor*, consequent on the outrage committed by the *titans* officials on the said launch in the early part of 1892. The sum thus paid over amounts to \$850,75, the owners having consented to waive claims for upwards of \$200 which they asserted were they justified in hoping might have been earned from outside sources had the launch been able to run. This as being almost, if not quite, the first instance, for many years, of reparation obtained for *titans* irregularities is so far satisfactory. The offending *titans* have been dismissed and degraded."

A NEW style of tailor's advertisement:—

SAUCY CUT TOGGERY.

Of every description. If you have not tried my workmanship do so.

One trial will prove that I aim at Perfect Fit, and having a Large Assortment of

CORDS, MOLESKINS, DOXIKINS,

TWEEKS, WORSTEDS AND DEXYRS.

In every colour, earnestly solicit the Custom of Working Men.

Cut up with Falsette Seams and Little Artificial Buttons at the Bottom for Lurdy Dandy Blades on the High Fly, from 15 bob.

Cut very serious to suit Yachts, Dustmen, Sneaks, Mushroom Fakir, Sparrow Starvers, Tea Kettle Pugors, Trotterines, Costers, Actors, Bruisers, Parsons, and other Seedy Tofts.

PEG TOPS, HELL-BOTTOMS, TIGHT OR HALF-TIGHTS, DROP-OVER THE TROTTERS, from 10s. od. to 20s.

BLACK OR DANDY VESTS MADE TO FLASH THE RAO OR DICKEY, OR TIGHT UP ROUND THE SCARAO, FROM SIX AND A TANNER.

Meltons in every colour, built Spanky to suit the Key and Filmy lads of the surrounding neighbourhood.

THE *Amigo del Pueblo* (Manila) has already begun to assert its claim to be in truth what its name implies, the "Friend of the People," and has commenced to deal vigorously with the educational systems of the Philippines, which, being at present absolutely under control of the Holy Fathers, is of course a mighty weapon for the defense of the hierarchy and the suppression of every attempt at progress and enlightenment. To tackle such a question, which even in England has been only after great difficulty freed from the priesthood—in such a hopelessly conservative and Catholic country as the Philippines, needs the very greatest skill and diplomacy... for at a moment's notice the Censor may suppress any paper they wish, but the *Amigo del Pueblo* has written to the *Amigo del Pueblo* (Manila) and *Amigo del Pueblo* (Hongkong) to submit a protest, and the reverend padres manage to stop it; it is a plucky venture, and we heartily wish it all the success it deserves.

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Good Little Boy—"I would be right."

"Wouldn't it?"

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"So it would, my angel. I didn't think of that."

"Yes, ma: and, besides, he can't hit me."

Charley Fresh—"What do you take, Sir, the morning after a wine-supper?"

Old Soak—"Take? Why, take a drink, of course!"

THE *N.Y. Mail and Express* says that the floating debt of the Chicago Exposition is \$3,000,000, a million greater than it was on June 1st, and there is fear of a financial crisis in its affairs.

WHAT kind of a libel action, queries a home contemporary, will Marie Loftus, the London singer, bring against an ignorant paper which, confounding her with Lydia Mantov, described her as the late Prince "Eddy's" mistress?

WE regret to learn from Shanghai that Mr. J. W. Jamison, once a well-known Hongkong resident, and for years past Manager of the Taku Tong and Lighter Co., has been compelled, owing to ill health, to take a trio home. Mr. Jamison left Shanghai by the *Empress of China* last Saturday.

THE Daily Press, for some reason or other evidently wants to boom the stock of the Hongkong and Shanghai Bank. Of course there is a chance that the "boomer" is some inspired individual at the back of our feeble-minded contemporary! Shares in London, according to this authority, are quoted at the equivalent of 108 per cent premium, whereas in Hongkong sellers at 8c (ex. div.) are as thick as mosquitoes. Very like a whale!

THE Cebu coal deposits are not being worked as successfully as was anticipated by the proprietor, Sr. Montanez. The road connecting the mines with the small port of Compostela is only half finished. Material for a tramway line has reached Manila, and stays there. The coal forwarded from Cebu so far has not turned out at all good, but hopes are entertained that deeper mining will produce a better quality. The present inferior stuff is already being sold for use on steamers at \$7 per ton.

WE are glad to see that the sympathy for Mr. C. H. Hutchings, which has been so finely expressed by sporting men throughout the Far East, has now taken a practical form. Subscription lists are being circulated amongst members of the various racing clubs with a view of raising sufficient funds to provide Mr. Hutchings with a passage home to New York. It is also hoped that the sum collected will be sufficiently large to leave a balance which will help to dull the double-edged stings of misfortune and declining days that men of poor old "Hickory's" stamp like so deeply.

THE Occasional Typograph, a trade journal for the printing craft issued by Hawks and Shattuck of San Francisco, sums up political economy regarding that newspaper world as follows:—

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the French are seizing, it has no bearing on the question of the effects of their line of action as regards Siam."

"This is the attitude of Siam," and we both laughed at the squat wooden figure reposing on a shelf, to which he pointed. The physical attitude, in Mr. Norman's mind, was but too typical of the mental one.

"Siam can do nothing. The fleet, small but efficient, of which Mr. Curzon speaks, could be blown into the air by a gunboat. As for the army, there is nothing that can count as a factor in a serious contest with European troops. The Siamese are a gay, pleasure-loving, and lazy people, and they have neither the energy nor the ability to organize any resistance. What is true of the people is true of their rulers. Here is a portrait of the King; and here, one of his ministers taken by myself after they had been dining with me. I shall reproduce them in my book, but you are quite welcome to them meanwhile."

"Thanks. You are not afraid of my stealing your thunder?"

"Not at all. The gentleman on the left of the picture is the King's own brother, and no end of a swell. The others are his half brothers, of whom the Siamese sovereign has a large number. One or two of the ministers recognise the dangers of the situation, but are compelled to admit that, unaided, they are powerless to avert them. Siam cannot work out its own salvation."

"All this is very unfortunate for the Siamese, no doubt, but in what way and to what extent does it concern England?"

"In the first place, the greatest part of the trade of Siam is in our hands. In 1890, the total of the exports and imports of Bangkok was close upon £6,000,000. Various circumstances led to this total being much smaller for 1891; and later than 1891 our Foreign Office has not yet been able to bring out its returns. But the railway that is now being constructed, and I am glad to say, by an English firm, will materially swell its volume."

"Is there anything so unusual about an English firm having the contract that you refer to it?"

"No; but out in the East, and especially in China, the representatives of other European Governments are little more than trading agents, and being diplomatic pressure and all the strength of their official position to bear, in order to secure contracts being placed with their own countrymen. Now if Siam once falls under the thumb of France, we should be practically shut out of the country by the prohibitive tariff that will at once be imposed."

"That is certainly serious, but is it all?"

"Oh, dear no. We have a firm footing in the Malacca Peninsula. The greater part of this is nominally under Siamese suzerainty, the rest belongs to us. Now, it is perfectly obvious we could not permit Siam, and with it the Malacca Peninsula, to fall into the hands of any European power. And on the broad general question too, I, as that rare bird, a Radical Imperialist, think it would be an act of folly to permit the establishment of another European Asiatic empire practically co-terminal with our own."

"What do you think should be done, then?"

"If we can come to a good working arrangement with Siam by white, in return for concessions, we guarantee its independence and undertake to defend it against foreign invasion, well and good. If not, then we may be compelled to annex it ourselves."

"Then you do not think Great Britain has its hands full, and do not pay much heed to what Matthew Arnold styled the weary 'Tian?'"

"I can't say I do. When a Titan is tired, he is played out. Peoples like individuals, cannot stand still. They must move. If not forward, then it is backward; but move they must. We must seize our opportunities now as they come. Afterwards, it will be too late, and our sun of empire will have set."

"And what about France?"

"There is nothing to fear. The French people are not enamored of Tongking, and they would not stand the risk of quarrelling with us for the sake of Siam. If they can get a colonial empire cheaply they will; but they will not risk a big price."

"And what is our Foreign Office doing?"

"That I cannot say. It is keeping uncommonly quiet, but there is every reason to trust Lord Rosebery's grasping the situation. Firmness is all that is wanted."

Then Mr. Norman showed me the treasures that make his house a veritable museum of the Orient. As I took my leave in the hall, he pointed out a huge bell, probably the only one of the kind in Europe, which he had bought of a pirate who looted it from a Chinese temple. What a difference latitude and longitude make! I cannot imagine Mr. Norman bargaining with a native of the New Cut to add Big Ben to his household gods.

Some of Mr. Norman's statements set out in the foregoing interview show that enterprising adventurer to be almost the biggest braggart and most unscrupulous liar who has ever posed as an authority on Far Eastern affairs. He carefully avoids allusion to his Gold Mine. —Ed. Hongkong Telegraph.]

THE FOXIEN RACE CLUB.

TRouble IN THE CAMP.

A sporting correspondent sent the following expressions of opinion to the *Fochow Echo* on the 10th inst.:-

Of all the imbecile and badly managed meetings that I have ever attended in this port, command me to the Race Club meeting held last Wednesday. Most of the Stewards were conspicuous by their absence, and those who were present seemed to have no idea why they had called the meeting, more especially the Chairman, and the dark-haired gentleman who sat on his right. A great many pony owners were not present—and why? Because this dark-haired gentleman, whose business it is to advise all members when any meeting is to be held, had evidently considered it too much trouble to do so. I would recommend the Stewards to give that billet to a more able and popular man. A gentleman who has not had an interest in a race pony for many years, and who evidently does not believe that *vit' soft gut pauses* *doujoruit*, was first on his legs, and aired his opinions on the prospects of our 1893 Winter Race Meeting. He told us how we were to get griffins, where we were to get them from, and I won't swear that he did not also tell us how many we were each to get; he then subjoined amidst a general sigh of relief. It reminded me of a general meeting of the Fochow Club held not many years ago when we were graphically informed how long it would take to pay off the Club debt!

The next to address the Chairman was a "sport" who has always had an interest in one smoke at least; he spoke briefly, and on taking a casual glance round the room, his voice seemed popular among the pony owners present; however, the original dogmatic speaker again came to the front, and as near as possible put down the words of the last speaker as "rot." This evidently pleased the Chairman to such an extent that he announced that there was no further "bit" for the meeting, whereupon some soft-brained individual proposed a vote of thanks to the Chair, I presume for having dragged us upstairs for nothing.

Now, a word of advice to the Stewards.—In future please remember that it is your duty always to invite all members to any meeting

held.—Although you are Stewards, you seem to take less interest in the welfare of the Club than an ordinary member, and such a rotten state of affairs should not exist. As a member of the Fochow Race Club I feel ashamed that such a meeting ever took place, and I sincerely hope we shall never be treated in the same way again by those whom we look to, to keep up the *esprit de corps* of the Club.

SHANGHAI AND THE NORTH.

Shanghai, August 19th. The *El Dorado* is lying down from Tientsin forty-nine steamers griffins, the first of the season.

H.M.S. *Rattler*, having been relieved by the *El Dorado*, has left Hankow for this port, and is expected here on Sunday or Monday. The *Caroline* is expected here on the 25th instant.

The remains of the late Mr. Peter Dowdall, having been brought over from Nagasaki, were, yesterday morning, interred at the cemetery, in the presence of members of his family only.

News has reached Tientsin that the anti-foreign feeling is being fomented in Northern Honan, where the Canadian Presbyterian Mission has been labouring for some years, and it is feared that this feeling will become more marked as soon as news of the state of things in Central China reaches there.

Colonel Denby, Minister for the United States and *Doyen* of the diplomatic body at Peking, has acknowledged receipt of the report of the Sungpa public meeting at Shanghai, and has communicated with his colleagues with the view of a strong joint representation being made on the subject to the Tsungli Yamen.

News has been received of a small outbreak of the Coreans at Chempoo against the officials there, who had disgusted the people by carrying their extortions to an inordinate length. The officials were attacked and were compelled to seek refuge in the house of the Commissioner of Customs.

Telegraphic advices from Peking to hand state that the floods in the vicinity of the Yuan gate of the Capital have subsided in a great measure, but that the villagers inhabiting the district near the Southern Parks belonging to the imperial demesnes are still suffering through the effects of the floods in that quarter.

Despatches from Chingchon, Hoepo, confirm the reports that by the bursting of the bank of the Ching river, over 400 li of country on the northern banks have been inundated and that this includes five prefectural departments and districts. Much distress is reported among the people, who have the reputation of being of a turbulent disposition, and trouble is anticipated by the authorities as soon as the full extent of the disaster is felt.

The Imperial Chinese Telegraphs opened on Tuesday last another junction with the Russian line to Europe, etc., at Novokirkuk and Hunchun. Another frontier line to Kuldja is under construction, while the Kielcha line will be constructed next spring. This last line is the most important one to the public, as it will be the shortest line to Europe from Asia. We presume that, as soon as it is in working order, the Chinese will be able to reduce the charge for telegrams to Europe.—*N. C. Daily News.*

FOOCHOW NOTES.

Foochow, 19th August, 1893.

We are informed that telegraphic advices have reached here, that the export of tea from India promised to be 120,000,000 lbs.

Executions in Foochow, in times of peace, are

so few and far between that two more which took place on Sunday last, following one we reported a fortnight ago, have been a good deal talked about in the city. As the victims were, generally, general satisfaction was felt at their happy despatch.

We regret to have to record the death of Mr. William Gilbert, a gentleman for many years resident at this port. He had been in an indifferent state of health for some time and died on Sunday night last. The funeral took place on Monday evening and was numerously attended.

An accident took place on the river on Monday last near the foreign settlement, resulting in the death of an elderly sampan woman. One of her buckets had dropped overboard and in her endeavour to recover it lost her equilibrium, and falling into the water was drowned.

A telegram has been received by the Viceroy informing his Excellency of the wide-spread suffering that has been caused by the floods in the North and urging him to do his utmost to obtain assistance for the relief of the sufferers from the philanthropic of Foochow. In response to this appeal, we understand that 5,000 taels have already been collected.

There were grand doings at the Arsenal on Tuesday night last to mark the completion of the new Government dock. The grand illuminations all over Pagoda Island and on the hill at the back of the Arsenal were very effective from the river and quite enlivened the usually dull anchorage. Although completed, we understand that the dock cannot be used for some months to come, in consequence of the silting up of the river mud for some distance round the entrance, rendering it impossible for vessels to approach.

As we go to press we hear of the death of Mr. Belmo Pereira. Although it was expected from the nature of his complaint that he could not live long, his sudden death at 10.30 this morning came as a shock to his friends. The funeral will take place this evening, leaving Mr. Almeida's residence, next to the Russian Consulate, at 6 o'clock.

The authorities have found it necessary to issue a proclamation informing the people that any stories they may hear about bands being required to prepare the Examination Halls for the coming examinations are false, as there is an ample number of men specially engaged for the purpose. This proclamation was necessitated by *yamers* runners and other patty official servants calling upon those who knew them to do their best to get them appointed.

And not a smile crept over his sacerdotal countenance.

sex, as was the case then, and a similar condition of suffering and death will confront us during the coming winter. It appears to be the general impression among the "Edmonites" that these breaks in the river banks are entirely due to carelessness and indifference, which charge, in view of known facts, it would be difficult to disprove.

Remembering the distribution of relief by the foreigners on the occasion of the like calamity three years ago, depatments are already beginning to present themselves asking help for their villages, even more destitute than then. Probably little can be looked for from this source. Nor is there any real need, for we have been credibly informed that there is a connection with the Viceregal yamen and the Official Benevolent Society of Tientsin, quite as well as a half million taels available for such relief work. If one-third of this amount were honestly distributed among the actually needy during the next eight or nine months, there would be very few deaths from starvation over all this large flooded section of country.

We were very much shocked at the news of the sudden death of Dr. Macgowan. He manifested great vivacity and vitality when here for a man of his age. Probably he over-exerted himself in his journey to the Great Wall, and so hastened his demise.

We are sorry to learn that the cement works at T'angmen have been closed, and the gentlemen in charge, after having just renewed their engagement for a second three years, is about leaving for the home-land. The extensible cause of the closure of this important industry and producer of an article much needed in China, is inability to pay expenses. The clay is good, and the cement is of excellent quality, but it can be imported, "they say," at less cost than it can be produced on the ground. A few facts will elucidate the matter.

This venture was started only a few years ago. Of course, it required considerable outlay to place the plant, and begin the manufacture. But the result justified the experiments in quality, quantity, and cost of production. Last year there was expended for kilns and storage facilities over Tls. 40,000, which placed the concern on a good footing, able to meet all prospective demands of production. This year, with no outlay for logs or plant, the expenditures have fallen less than Tls. 3,000 below those of last year, i.e., they amount to almost Tls. 40,000. It was not for plant, not for labour, not for material. Probably there can be little difference of opinion in regard to where this 40,000 ounces of silver has found a resting-place. Further, the gentleman in charge, before advising the present management to close the works unless they could reduce their expenses, offered to take entire control and management, and guarantee to per cent. on the investment. This means that, with an honest management, these works can produce cement as cheaply as it can be imported, and realize about 30 per cent. on the investment out of which to meet waste, wear, incidental and running expenses, and pay a dividend of 10 per cent. to the shareholders. But this did not appear to meet the views of the management, and so the works are cited as a testimony to their efficiency.

The weather is very hot and oppressive, with little let-up night or day, save when a slight breeze arises. The river has fallen a little; slight appearances of more rain.

AN ARTLESS JUDGE.

HE WANTED TO KNOW WHAT FARO WAS LIKE.

A lot of gambling men, says the *Chicago Times*, were on trial before Magistrate Bradwell the other morning of a raid on the Harrison police station, to which the result of a raid on H. C. McGuire's place on East Monroe street.

The Judge's desk was covered with a full fare lay-out—cards, boxes, chips, markers, caskets, keeper and copper.

"This lay-out, your Honour," began Detective Williams, "was found in McGuire's gambling house, and—"

"What do you mean by a lay-out?" innocently inquired the Court. "It is with these tools that so many so-called suckers are laid out!"

"That's as good a definition of the word as could be given by the oldest faro expert in the United States," smilingly responded the officer.

"For the better understanding of the Court I will state that silver box is your Honour's right hand, and in which the Court is now placing the deck of cards, is called a faro box. The cards are dealt from the top and placed in two separate piles by the side of the box, just as these chips are won or lost by their turn. Now, for instance, I will place a stack of these chips on the king and you make a deal. There, you see, I would have won, because—"

"No, you wouldn't. You put your money on the corner of the king and it took in the jack. It's a stand-off, for the jack showed on top—but tr—ah, go on, Mr. Officer."

"This little square piece of ivory is called a marker," said the detective. "These men around me were sitting about the faro table when I came into the place."

"I guess I'll not explain further about the game," laughed the detective. "There men around me were sitting about the faro table when I came into the place."

"I do, but you know the rules of the house about markers."

"I guess I'll not explain further about the game," laughed the detective. "There men around me were sitting about the faro table when I came into the place."

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The Share Market.

LATEST QUOTATIONS.
Hongkong and Shanghai Bank—\$5 per cent., prem., ex. div., sellers.
The National Bank of China, Ltd.—on £8.10, paid up,—60 per cent. div., buyers.
The National Bank of China, Ltd.—Found em shares, \$10 per share, sellers.
The Bank of China, Japan & the Straits, Ltd.—50 cents, buyers.
The Bank of China, Japan & the Straits, Ltd.—Founders' shares, \$20, sellers.
Chinese Imperial Loan of 1884 B—\$1 per cent., premium, sellers.
Chinese Imperial Loan of 1884 C—2 per cent., premium, buyers.
Chinese Imperial Loan of 1886 E—14 per cent., premium.
Union Insurance Society of Canton—\$82 per share, buyers.
China Traders' Insurance Company—\$491 per share, sellers.
North China Insurance—Tls. 110 per share, sales and buyers.
Canton Insurance Company, Limited—\$112 per share, sellers.
Yangtze Insurance Association—\$60, sellers.
On Tai Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—\$210 per share, sellers.
China Fire Insurance Company—\$83 per share, sellers.
Hongkong, Canton, and Macao Steamboat Co.—\$16 per share, sellers.
China and Manila Steam Ship Company—\$35 per share, buyers.
Indo-China Steam Navigation Company, Limited—50 per cent. discount, sellers.
Douglas Steamship Company—\$35 per share, sellers.
The Steam Launch Co., Limited—\$20 per share, buyers.
Hongkong and Whampoa Dock Company—65 per cent., premium, buyers.
Geo. Fawcett & Co., Limited—\$15 per share, buyers.
Hongkong Hotel Company—\$17 per share, sales and buyers.
Hongkong Hotel Co.'s Six per cent. Debentures—\$50.
The Austin Arms Hotel and Building Company, Limited—\$4 per share, sellers.
The Shamen Hotel Co., Limited—\$4 per share, sellers.
Punjom Mining Co.—\$4 per share, sales and sellers.
The Raub Gold Mining Co., Limited—\$4 per share, buyers.
The Balmoral Gold Mining Co., Limited—40 cents per share, sellers.
Société Française des Charbonnages du Tonkin—\$65 per share, sellers.
The Jebou Mining and Trading Co., Limited—\$3 per share, sales and buyers.
London and Pacific Petroleum Co., Ltd.—nil.
China Sugar Refining Company, Limited—\$160 per share, old shares, buyers.
Liuon Sugar Refining Company, Limited—\$34 per share, sellers.
A. S. Watson & Co., Limited—\$10 per share, buyers.
Dakin, Crickshank & Co., Limited—\$11 per share, buyers.
Hongkong Daily Farm Co., Limited—\$5 per share, sellers.
The Kowloon Land Investment Co., Limited—\$6 per share, sellers.
The Hongkong Land Investment Co., Limited—\$1 per share, buyers.
The West Point Buildings Co., Limited—\$20 per share, sellers.
H. G. Brown & Co., Limited—\$8 per share, buyers.
Hongkong and Kowloon Wharf and Godown Company—\$35 per share, sellers.
Hongkong Rope Manufacturing Company, Limited—\$85 per share, sellers.
Hongkong Gas Company—\$110 per share, buyers.
Hongkong Ice Company—\$66 per share, ex. div., sellers.
Hongkong and China Bakery Company, Limited—\$65 per share, sellers.
The Hongkong Brick and Cement Co., Limited—\$3 per share, sellers.
The Green Island Cement Co.—50 cents, buyers.
The Hongkong Electric Light Co., Limited—\$3 per share, sales and sellers.
The Hongkong Steam Laundry Co., Limited—\$1 per share, nominal.
The Hongkong High-Level Tramway Co., Limited—\$67 per share, sellers.

EXCHANGE.

ON LONDON—Bank, T. T. 2/5
Bank Bills, on demand 2/5
Bank Bills, at 4 months' sight 2/5
Credits at 4 months' sight 2/5
Documentary Bills, at 4 months' sight 2/5
ON PARIS—
Bank Bills, on demand 3.12
Credits, at 4 months' sight 3.19
ON INDIA—
T. T. 191
On Demand 190
ON SHANGHAI—
Bank, T. T. 721
Private, 30 days' sight 731

VISITORS AT THE HONGKONG HOTEL.

Mr. W. G. Allen. Mr. E. Mathieu.
Mr. and Mrs. R. H. Bourgois-Melville. Mr. T. Mitchell.
Mr. and Mrs. G. F. M. D. Palomé. Mrs. F. W. Phillips.
Mr. and Mrs. G. Cattay. Mr. F. E. Shean.
Mr. H. S. Cooke. Mr. J. Shirazi.
Mr. F. E. Corny. Mr. C. Sone.
Mr. H. E. Derick. Mr. E. Satell.
Mr. T. Polimoto. Mr. A. Unger.
Mr. A. G. Galloway. Capt. and Mrs. Young-husband.
Mr. H. Glitis.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. Adamson. Mr. V. Kefod.
Captain Buchanan. Mr. W. H. R. Lorley.
Mrs. Coban. Mr. MacLean.
Mr. A. Cumming. Mr. W. Medhurst.
Mr. P. Deacon. Mr. W. Ramsay.
Mrs. Dickie and child. Mr. H. W. Robertson.
Mr. F. East. Mr. C. Seymour.
Mrs. and Mrs. Grimble. Mr. Sparrow.
Mr. E. J. Hageo. Mr. E. Tomlin.
Mr. Thos. Howard. Mr. Geo. L. Tomlin.

MAILS EXPECTED.

THE FRENCH MAIL.
The Messageries Maritimes Co.'s steamer MELBOURNE, with the outward French mail, left Saigon on the 20th instant, and may be expected here to-morrow.
THE AMERICAN MAIL.
The O. & S. S. Co.'s steamer ORIENTAL, with mails, &c., from San Francisco, left Yokohama on the 22nd instant, at daylight, and may be expected here on the 27th.

Post Office.

A MAIL WILL CLOSE—

For Soolets and Calcutta.—Per Chelydra to-morrow, the 23rd instant, at 10.30 A.M.
For Europe, &c., Australia, India and Madras, and Mauritius.—Per Salasie to-morrow, the 23rd instant, at 11 A.M.

For Swatow.—Per Phra Nang to-morrow, the 22nd instant, at 10.30 P.M.

For Foochow and Tien-tsin.—Per Kwei-yang to-morrow, the 23rd instant, at 1.30 P.M.

For Singapore.—Per Spandau to-morrow, the 23rd instant, at 4.30 P.M.

For Bangkok.—Per Phra Chen Kiao on Thursday, the 24th instant, at 9.30 A.M.

For Swatow, Amoy, and Tamsui.—Per Norma on Thursday, the 24th instant, at 11.30 A.M.

For Nagasaki, Kobe, Yokohama, and San Francisco.—Per Paris on Saturday, the 26th instant, at 12.30 P.M.

For Shanghai, Kobe, Yokohama, Victoria, and Tacoma.—Per Victoria on Tuesday, the 29th instant, at 11.30 A.M.

For Europe, &c., India, via Bombay.—Per Ravenna on Thursday, the 31st instant, at 12 A.M.

For Singapore.—Per Irene on Thursday, the 31st instant, at 3.30 P.M.

For Nagasaki, Kobe, and Yokohama.—Per Ancona on Friday, the 1st Sept., at 5 P.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, and Vancouver, B.C.—Per Empress of India on Wednesday, the 6th Sept., at 11.30 A.M.

CHINA COAST METEOROLOGICAL REGISTER.

21st August, 1893.—At 4 p.m.

STATION.	Wind	W.						
Takao	W.	W.	W.	W.	W.	W.	W.	W.
Wanchai	N	W	N	W	N	W	N	W
Foochow	S	W	S	W	S	W	S	W
Amoy	E	S	E	S	E	S	E	S
Keelung	S	W	S	W	S	W	S	W
Canton	SW	W	SW	W	SW	W	SW	W
Hongkong Peak	SW	W	SW	W	SW	W	SW	W
Dap Rock	SW	W	SW	W	SW	W	SW	W
Macau	SW	W	SW	W	SW	W	SW	W
Holloway	SW	W	SW	W	SW	W	SW	W
Bolton	SW	W	SW	W	SW	W	SW	W
Meads	SW	W	SW	W	SW	W	SW	W
Cape St. James	SW	W	SW	W	SW	W	SW	W

22nd August, 1893.—At 10 A.M.

STATION.	Wind	W.						
Takao	W.	W.	W.	W.	W.	W.	W.	W.
Wanchai	W	W	W	W	W	W	W	W
Foochow	S	W	S	W	S	W	S	W
Amoy	E	S	E	S	E	S	E	S
Keelung	S	W	S	W	S	W	S	W
Canton	SW	W	SW	W	SW	W	SW	W
Hongkong Peak	SW	W	SW	W	SW	W	SW	W
Dap Rock	SW	W	SW	W	SW	W	SW	W
Macau	SW	W	SW	W	SW	W	SW	W
Holloway	SW	W	SW	W	SW	W	SW	W
Bolton	SW	W	SW	W	SW	W	SW	W
Meads	SW	W	SW	W	SW	W	SW	W
Cape St. James	SW	W	SW	W	SW	W	SW	W

ARRIVALS.

KEMUN, British steamer, 1,015, Geo. L. Castle, 22nd August.—Foochow 20th Aug., General.—Arnold, Karberg & Co.

SALAZIE, French steamer, 2,083, A. Paul, 22nd August.—Shanghai 19th August, Mails and General.—Messagers Maritimes.

AGAMEMNON, British steamer, 1,491, Williams, 22nd August.—Singapore 16th August, General.—Butterfield & Swire.

KWEIYANG, British steamer, 1,057, A. W. Outerbridge, 22nd August.—Canton 22nd August, General.—Butterfield & Swire.

FORMOSA, British steamer, 680, T. P. Hall, 22nd August.—Taiwan 18th August, Amoy 19th, and Swatow 21st, General—D. Laprade & Co.

CLEARANCES AT THE HARBOUR OFFICE.

Ningpo, German steamer, for Shanghai.

Halloong, British steamer, for Swatow, &c.

Donar, German steamer, for Singapore.

Pekin, British steamer, for Amoy, &c.

ARRAVERS.—

August 21st, Oldenburg, German steamer, for Singapore and Bremen.

August 22nd, Frej, Danish str., for Helgoland.

August 22nd, Benalder, British steamer, for Singapore and London.

August 22nd, Onnia, British str., for Shanghai, Kobe, and Yokohama.

August 22nd, Chang Hock Klan, British str., for Amoy.

August 22nd, Halloong, British str., for Swatow, &c.

August 22nd, Amoy and Foochow.

August 22nd, Chrysanthemum, British steamer, for Swatow, &c.

August 22nd, August 22nd, Ningpo, German str., for Shanghai.

August 22nd, Frogner, Norwegian steamer, for Kobe.

August 22nd, Triumph, German steamer, for Holloway.

August 22nd, Sufing, Chinese steamer, for Tientsin.

DEPARTURES.

August 22nd, Oldenburg, German steamer, for Singapore and Bremen.

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August 22nd, Benalder, British steamer, for Singapore and London.

August 22nd, Onnia, British str., for Shanghai, Kobe, and Yokohama.

August 22nd, Chang Hock Klan, British str., for Amoy.

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